

CLUB
PER DOZEN ... \$12.00
F.O.S.
PER DOZEN ... 15.00
The Best Whiskies at the Price
on the Market.
H. PRICE & CO.
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857

"GRAND PRIX" PARIS 1900.
The Highest Possible Award.
JOSEPH GILLOTT'S
PENS
Of Highest Quality, and having
Greatest Durability are there-
fore CHEAPEST.
The Only Award, Chicago, 1893.
No Pens for USE BY BANKERS
Barrel Pens, 225, 226, 227,
Slip Pens, 322, 323, 227, 166, 404, 700
In Fine, Medium, and Broad Points.
The New Turned-up Point 1092.

No. 13,579 號九百零五年十一月初日 次月九月廿一號 香港英一千九百零九年九月五日 星期五 PRICE, \$2 PER MONTH

CHAMPAGNE

JULES MUMM

PER CASE, PINTS, \$50; QUARTS, \$48.

A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine OLD HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong from their Agents.
SIEMSSSEN & CO.

Hongkong, 1st January, 1901.

CUTLER, PALMER
& CO.'S

PRICE \$10.75 PER DOZEN

NET

“SPECIAL BLEND” WHISKY
Blood
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSSSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 8.00 p.m. Every 10 minutes.
8.45 p.m. to 9.45 to 11.15 p.m. Every 1 hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 20 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS on Week Days.
SATURDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement with the Com-
pany's Office, 28 & 40, Queen's Road Central.
JOHN D. HUNTHRETT & SON,
General Managers.
Hongkong, 1st April, 1901.

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous “NEW
HOWE” and “MONOPOLY” CYCLES,
and we also supply fittings of every description.
Bicycles can be had in second hand Machines.
Repairs executed with a promptitude and skill.
Enameling a specialty.

MCKIDDY & CO.,
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
\$5.50 per Cask of 375 lbs. net ex Factory.
\$3.50 per Bag of 250 lbs.
SHEWAN, TÖMES & CO.,
General Managers.
Hongkong, 1st June, 1901.

RUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND
SHIPPIERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUREN, WEIGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1901.

WATKINS'



BRAND

EERATED WATERS.

DELICIOUS IN FLAVOUR AND ABSOLUTELY PURE.

SOLE MAKERS OF CINCHONA TONIC & CLARADE.

WATKINS, LIMITED,

66, QUEEN'S ROAD CENTRAL.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassall

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

\$14.25 PER DOZ.

A fine, full, and fruity wine.

THE ELITE OF WHISKY:

THE “PALL MALL”

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

D.O.M.,

\$39.75 PER DOZ.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG.

CHAMPAGNES.

PAUL DOMMIER GOLD MARQUE.

C. H. DARGONNE & CO.

IRROY & CO. CARTE D'OR EX SEC.

LANSON PERE ET FILS.

PIPER HEIDSIECK, GOLD FOIL.

GIESLER & CO.

KEUG & CO. PRIVATE CUVEE.

BOLLINGER & CO. VERY DRY.

LOUIS ROEDERER GRAND VIN SEC.

POMMERY & GRENO.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

15, Queen's Road, WINE AND SPIRIT MERCHANTS.

Hongkong, 19th September, 1901.

JOHNSON'S DIGESTIVE TABLETS

THE GREAT REMEDY FOR

INDIGESTION, DYSPEPSIA, FLATULENCY

AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY.

PHOTOGRAPHIC PLATES, PAPERS
AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.

TAILORING DEPARTMENT

Special Offer for TWO MONTHS ONLY of our Surplus Stock of THIN AUTUMN

SUITINGS at the following Exceptional Prices:

FLANNEL LOUNGE SUITS \$20

TWEED & CASHMERE SUITS \$29

BLUE SERGE SAC SUITS \$30

WORSTED & ANGOLA SUITS \$33

BLACK TWILL DRESS SUITS \$45

LANE, CRAWFORD & CO.

SALAD OIL AND
PURE WINE VINEGAR.
RECEIVED.

BESSEDE OIL.

EXTRA SUPERFINE VIRGIN CLARIFIED

PURE LUCCA OIL

EXTRA SUPERFINE (in Tin of 1 Gallon)

* Special Price for Quantity.

PURE WHITE WINE VINEGAR (à l'estragon)

RED

558

0.60 " Liter

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INNATION.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRITS MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

	Per Case 1 doz.
A. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule	\$10.80
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule	12.00
CC. SUPERIOR OLD DRY, Pale Natural Sherry, Red Seal Capsule	12.00
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	14.40
E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (Old Bottled)	20.40
In addition to Wines of our own bottling, the following brands, bottled in Europe, have been specially selected, and procured from the celebrated firm of MESSRS. GEO. G. SANDEMAN, SONS & CO., of LON- DON and OPORTO, for whom we have been appointed Sole Agents:	Per Case 1 doz.
LIGHT DRY	\$17.00
SOLERA	25.00
VERY PALE DRY	30.00
FULL GOLDEN PALE DRY NUTTY	32.00
FINE OLD BROWN	42.00

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY

practical monopoly of the iron and steel
trade of the world. The people of the
States were willing to pay dear for this
fancy, which has not stopped at iron, but
has included every description of manufac-
tured goods, even descending to sugar—the
cause of the recent dispute with Russia;
and the result has been undeniably to
stimulate the manufacturing interests
throughout the whole of the States. Whe-
ther, in the words of her own statesman
BENJAMIN FRANKLIN, America has not
been "paying too much for her whistle" time
only will show. The Iron and Steel
Trust is, however, so new and so gigantic
a development, that it is worth while
giving some particulars of this, the latest
attack on what all the world has hitherto
been accustomed to look upon as the
inexorable laws of economics. When pro-
tection in its most extreme developments
became the law of the States, the iron
interest saw its advantage, and several
separate associations were founded with the
object of exploiting the new field. Many of
these were little better than bogus enter-
prises, and shortly succumbed; gradually the
more prosperous undertakings fell into the
hands of a syndicate of wealthy financiers,
of whom PIERPOINT MORGAN and J. B.
ROCKFELLER were the chiefs, who proceeded
to buy up the other interests. By degrees
these independent companies were reduced
to twelve, besides the mighty establishment
presided over by ANDREW CARNEGIE. A
list of the principle organisations brought
together in this great scheme will give some
idea of the nature of the undertaking:—The
National Steel, the Federal Steel, American
Steel and Wire, American Bridge, &c.
CARNEGIE had commenced business as a
penniless boy, but with the faculty for
concentration so prominent in the Americans
of the age he had succeeded in forming an
enormous "trust"; and, not confining him-
self to the one industry, had by contributing
interests built up a number of closely allied
organisations. Not only had these associated
institutions gathered together the most
important iron works in the States, but they

joined to these coal and coke works, natural
gas, and two or three water companies; and
finally they bought up a controlling interest
in the Union, the Slackwater, and the
Youghiogheny Railroads, besides prepon-
derating interests in the various dock com-
panies on Lake Erie. CARNEGIE refused
when approached to be concerned in the
MORGAN and ROCKFELLER syndicate, and
it seemed for some time as if war to the
knife between the two mighty trusts was to
be the order of the day; on pressure,
however, he quoted \$20,000,000 dollars as the
price at which he could be approached for a
bona-fide sale. After fruitless negotiations
extending over some two years, this price
has been conceded, and the CARNEGIE
interests, as such, cease to exist. The
capital concerned in this huge enterprise is
worth noting; besides £262,500,000 in the
CARNegie associations, there are the Federal
Steel Co. with a capital of £40,000,000,
the American Steel and Wire with
£26,000,000, the National Tube with
£16,000,000, and so on till a total capital of
£220,000,000 sterling is reached.

Of the enormous combination, Engineering
recently said, with much truth:—"An in-
evitable outcome—at least as far as
concerns the American market—will be a
concentration of steel control almost as
complete as has been effected in petroleum
oil. So long as the supply of a com-
modity was subject to economic forces,
and its price was fixed by the action of
buyers and sellers upon each other in the
open market, a man could afford to rely
upon his own judgment or simply take his
chances. But if the output is to be ne-
gotiated by a few men, or if the supply
can be held till it suits half a dozen men
acting in concert to put it on the market,
there is practically no chance for the out-
sider; he is 'playing with the dealer, who
has given himself all the trumps.' The
writer in *Engineering* wound up with a state-
ment which concerns the world at large,
and more especially Britain. "It does not
follow that the Trust will pursue its
advantage in the home market to the last
cent, because that would be to restrain
enterprise; but short of this—and it pro-
BABLY knows where to stop—it will have
matter pretty much its own way, so long
as the cost of goods is kept just under
that of foreign commodities laid down in
America, that is with freight, import
duties, and handling charges thrown in."

This is, however, in the interests of the
Trust the most favorable mode of looking
at the affair. The most ideally perfect
administration is a benevolent despotism,
but the world has never seen for more than
a moment the unfeigned combination.
Human nature has always asserted itself,
and a despotic has degenerated to the
tyrant. The law of compensation holds good,
in economics as in politics; and the abuses
of the trusts will eventually work their
own destruction, even if unassisted from
outside. The burden is becoming too heavy
to bear, and the natural revulsion is
already looming on the horizon.

Yesterday the British transports *Uganda* and
Sumatra left for Calcutta.

A Chinaman is said to have been accidentally
killed at the Taikoo Sugar Refinery yesterday.

The seven constables who were transferred to
the Gaol Department on trial are evidently
already tired of it, as they are returning to the
police force.

A matchstick near the Tram Station at the
Peak was burned down last night, but the
damage was trifling. The flames were plainly
visible from the city level.

The Hon. Treasurer of the Alice Memorial
and Nethersole Hospitals begs to acknowledge
with thanks the following donation to the funds
of the Hospitals:—J. H. Kemp, \$10.

By the *Hamburg* on Wednesday night there
returned to the Colony Commander W. C. H.
Hastings, Postmaster-General, and Mrs. Hastings.
Commander Hastings resumed his
duties yesterday.

Two British and two French cruisers were in
Amoy harbour on the 14th inst., the former
being the *Eclipse* and *Astraea*, and the latter
the *Vixen* and *Amiral Charner*. The Japanese
Suna was away on a cruise.

In the August number of the *Indian Textile*
Journal there are a portrait and a biography of
Mr. Jameschi N. Tata, the well-known Parsee
merchant. Mr. Tata's first voyage was to
China, in 1850. The visit resulted in the
founding of the firm which, after many vicissi-
ties of name and fortune, has been famous
since 1871. Messrs. Tata & Co. with branches
in Japan, Hongkong and Shanghai, Paris, and
New York.

The *Times of India* of the 31st ult. says:—The
increase of plague last week was 252, due chiefly
to the growing death-rate in the Bombay Presi-
dency. In a resolution on the plague epidemic
in Calcutta, the Bengal Government states that
there is now justification for contracting a
period in each year during which precautionary
measures are to be taken within the town, con-
fining them to the period of the epidemic about
a month before it is expected to return.

Proposals are under consideration for form-
ing a separate political service for Burma. It
is hoped that this measure will ensure continuity
in the frontier administration by the retention
of the services of officers who show espe-
cial aptitude for dealing with the hill tribes. The
suggestions made by General Protheroe regard-
ing frontier defence are being carried out. The
defences of the existing posts are being improved,
and the establishment of two new posts linking
Sima with Nampung has been sanctioned.

Mr. Cholmley, the Commissioner at Mand-
alay, in his annual report on the China frontier,
describes the growing dissatisfaction among the
Kachins at our inability to defend them from
the incursions of the trans-frontier Kachins.
The Chinese authorities are apparently helpless,
and the Commissioner recommends exacting
reparation from the raiders, who are really
independent tribes and only nominally Chinese
subjects. The continued absence of the British
Consul from Momein, who could bring pressure
to bear on the Yunnan authorities, is a serious
disadvantage.

Calcutta seems much exercised over the
barmaid question just now, and the English-
man is flooded with letters on the subject.
One correspondent concludes his letter thus:—
I often entered one hotel or other, and spent a
happy and innocent evening over a quiet glass,
and surrounded by the cheerful faces of my
beautiful countrywomen. And to think that
perhaps they may have to go is very sad
indeed. I feel the greatest esteem for them.
And should a cruel fate ever deprive them
of their employment and should one among
them be found willing to share her life with
mine, I shall feel proud to marry her.

News has reached Bangkok of the death of
Mr. William Pugh in the Rattan district of
Siam. Mr. Pugh was a mining engineer, and
was believed to be prospecting for the Rattan
Tin Mining Company. He had been resident
in Siam for a year or two. His death took
place on the 23rd of last month, but little seems
to be known about it. The *Bangkok Times*'s
information is that he had a bad attack of
dysentery, and in his delirium shot himself with
a rifle through the breast. When the matter
was reported at Rattan, the Governor held an
investigation and came to the conclusion that
it was case of suicide. A further investiga-
tion will take place at Bangkok.

The *Times of India*, speaking of the Dock-
yard question at Hongkong and the undoubted
advantages from a civilian point of view of the
removal of the Yard to the mainland, says:—
Against all this must be set the strategical
considerations which induced Mr. Gibson
Howles to call for the erection of new docks on
the eastern side of Gibraltar. The Hongkong
site is approached only by two strongly-guarded
channels, and the height of the Peak and other
hills protect it from a bombardment from the
south sea side of the island. A Dockyard on
the mainland would be more open to a land
attack than the present Yard, and would be far
more difficult to protect against a naval assault.
The Admiralty evidently consider that these
advantages far outweigh any benefit which
might accrue to Hongkong from the proposed
removal. They have spent £150,000 of the
million and a quarter estimated for the exten-
sion, and an even stronger case than has been
made out in favour of Kowloon will have to be
brought forward to induce Parliament to call a
halt, and have the whole matter reported upon
once more. The interception of the Praya
frontage on Hongkong Harbour is unfortunate,
no doubt, but it is a matter of small importance
compared with the maintenance of a strong
naval station.

This is, however, in the interests of the
Trust the most favorable mode of looking
at the affair. The most ideally perfect
administration is a benevolent despotism,
but the world has never seen for more than
a moment the unfeigned combination.
Human nature has always asserted itself,
and a despotic has degenerated to the
tyrant. The law of compensation holds good,
in economics as in politics; and the abuses
of the trusts will eventually work their
own destruction, even if unassisted from
outside. The burden is becoming too heavy
to bear, and the natural revulsion is
already looming on the horizon.

Saloons, hotel-bars, and restaurants in Manila
are now allowed to keep open till twelve o'clock
at night.

The British residents of North Formosa,
including naturalised Chinese, have forwarded
a subscription amounting to £12, £1 to the
Lord Mayor of London for the Queen Victoria
Memorial Fund.

Inspector Pakery, of the Burma Police, has
been sentenced by the Deputy Commissioner of
Maubin to nineteen years' rigorous imprison-
ment and a fine of £1,000 for bribery and
corruption. Two sergeants of the police have
also been sentenced to seven years' rigorous
imprisonment.

On the 31st ult. on the *Bombay Maidan* the
Parsees beat the *Bombay Presidency team* at
cricket by 8 wickets. *Bombay* made 84 and
123, and the Parsees 176 and 35 for two wickets.
The match was one of small scores, the largest
being Mr. P. M. Heath's 35 for the losers.
The natives were delighted at the result.

The *Malay Mail* says:—There seems to be no
progress with the mooted scheme for the regis-
tration of domestic servants in Selangor. The
great bulk of these people being Chinese, any
registration would have to be done through the
Chinese Protectorate, and it is an open secret
that Mr. Hart is opposed to any such scheme.

Mrs. Annie Besant is still busy with her
Theosophic fad. According to a *Simple tele-*
gram of the 2nd inst., she delivered an eloquent
lecture before a crowded audience in the Town
Hall upon the meaning and objects of Theoso-
phy. Among those present were the
Commander-in-Chief and Lady Palmer, and
the Hon. Mr. Justice Chatterji presided.

We are requested to state that the Officer
Commanding 2nd Battalion Royal Welch
Fusiliers desires to thank the public for so
generously supporting the Tattoo on the 4th
inst., in aid of the widow of the late Armourer-
Sergeant Williams. The sum of \$1,225.13 has
been cleared after paying expenses amounting
to \$347.22. In addition to the above, further
sums have been contributed, making a total of
\$2,456.44 up to date from various sources,
soldiers and civilians.

The *Kronstadtski Viestnik* states that in the
Nevenski Engineering Works two new cruisers of
the *Nevskiy* type have been recently laid down.
The *Nevskiy* is intended to be a destroyer of
t.h.d.s. *Fire t.b.s.* of the *Tsukton* type are also
to be built at the same works, but at
present there is only room for one of them to be
laid down, as eight t.b.s. of the *Sokol* type are
occupying the slips. The launch of the battle-
ship *Boreodina* was expected to take place early
in September. She was building at the New
Admiralty Yards, St. Petersburg.

Mr. Cholmley, the Commissioner at Mand-
alay, in his annual report on the China frontier,
describes the growing dissatisfaction among the
Kachins at our inability to defend them from
the incursions of the trans-frontier Kachins.
The Chinese authorities are apparently helpless,
and the Commissioner recommends exacting
reparation from the raiders, who are really
independent tribes and only nominally Chinese
subjects. The continued absence of the British
Consul from Momein, who could bring pressure
to bear on the Yunnan authorities, is a serious
disadvantage.

The *Malay American* in a recent issue
severely criticises the Government for sentencing
to death several insurgents for killing
Filipino sympathisers with the American rule.
These murders were committed by order of their
general, Alejandro, who instead of being tried
for the offence has been given the chief
inspectorship of buildings in Manila. Our
contemporary prefuses the article with the
following trenchant headline:—"Savage general
is pensioned off with a government job, while
those who obeyed his orders stretch hemp."

The following items are from the *Foochow*
Echo of the 13th inst.:—H.M.S. *Pigmy* arrived
at Pagoda on the 12th inst.—Messrs. H. S.
Brand & Co.'s auction on the 13th inst. included
the residence of the late Mrs. Schönfeld. The
property sold for \$2,950.—Business in tea
continues on a very small scale in spite of the
short supplies. The arrivals of Congou to date
are only 282,000 half-chests against 447,000
half-chests at the same date last year.—Under
the auspices of the Foochow Gun Club a shoot
on somewhat new lines was held yesterday
afternoon for a prize kindly presented by Mrs.
M. W. Greig. The conditions were that the
competitor walked towards the four traps and
while walking a pigeon was released. If the
pigeon was broken by the first barrel another
bird was immediately thrown. For breaking
two birds the gun scored 3 points, if only one
broken 2 points. Mr. C. L. Howell presented him with the prize.

Mr. N. Ruchwaly, the Manager of the
Robinson Piano Company's office in Raffles
Place, Singapore, committed suicide in the
premises of the Company on the 13th inst.
It appears that, early in the afternoon, Mr.
Ruchwaly, who had moved into rooms over
the business premises a few days before,
was living there with his wife, was missed
for some time, and it was found that the
door of a small bath-room on the premises
was locked on the inside. Mr. Robinson, who
had just recently come down to Singapore in
connection with the business of the Singapore
branch, was sent for and he called in a
police-man. The door was burst open and the
deceased was found hanging by an inch rope
from a cross-bar near the window. He was
quite dead and had been dead for a couple
of hours, the cause of death being strangula-
tion by hanging. The deceased was sent down
and a doctor was sent for, but his services
were of course useless. The body was taken
later in the evening to the mortuary of the
General Hospital, where an inquest was held.
A verdict of suicide by hanging was given.
The deceased was married a short time back
and much sympathy is felt in Singapore for
his wife. A local journal says:—"It is
generally known amongst the friends of the
deceased that for some time back Mr. Ruch-
waly had been in negotiation with the prop-
rietor for the taking over of the Singapore
branch, but owing to an apparent impossibility
of arriving at satisfactory terms, Mr. Ruch-
waly had been greatly disappointed, and it is
here that the real motive of this sad suicide
is to be looked for."

The motion was carried.

LIGHTING OF CENTRAL MARKET.

Correspondence was laid on the table relative
to the use of lamps in the Central Market.

On 14th June, the Board appointed a com-
mittee to decide and report upon the best
artificial way of lighting the Central Market.

The report of the committee was submitted at
a meeting held on 25th July, when it was
resolved:—"That the report of the committee be
adopted, and that stallholders in the Central
Market be allowed to use good oil lamps, to be
approved by the Inspector of Markets."

This resolution was forwarded to the Governor
on 28th July, and later, the following
additional bye-laws were made by the Governor
in Council:—

"Market-Byp-laws.—31. All oil lamps used
in the stalls of the Central Market shall be of
a pattern to be approved by the Inspector of
Markets, and such lamps shall never be used
without a proper chimney or globe."

Dr. Clark minutes:—"I would suggest the
following:—Stallholders, who require addi-
tional light in their stalls shall only use electric

lights."

The following minutes were attached:—

Mr. Brewin:—"Reserve payment per head

TELEGRAMS.

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"FERNSIDE," No. 37, ROBINSON ROAD.
Apply to—
S. A. RAMJAHN,
Caro of Thomas's Grill Room,
Hongkong, 1st August, 1901. [1837]

TO LET.

A HOUSE in RIFON TERRACE.
"THE RETREAT," MOUNT KELLETT.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 19th July, 1901. [166]

TO LET.

OFFICE in QUEEN'S ROAD, NO. 15, FIRST FLOOR, from the 1st October.
Apply to—
L. M.
Care of Daily Press Office,
Hongkong, 2nd September, 1901. [2238]

TO LET.

OFFICES and ROOMS in Beaconsfield Arcade.
For particulars, apply to—
TURNER & CO.
Hongkong, 19th September, 1901. [2360]

TO LET.

THE GODOWN in WEST POINT (Keunay Town) known as Fether Factory, now occupied by the Hongkong and Kowloon Wharf and Gashaw Co., Ltd.
For particulars, apply to—
LAUTS, WEGENER & CO.
Hongkong, 9th July, 1901. [1730]

TO LET.

1ST, 2ND and 3RD FLOORS of No. 35, QUEEN'S ROAD CENTRAL, next to Messrs. LANE, CRAWFORD & CO., now nearing Completion. Suitable for Offices.
Apply to—
WING CHEONG,
Nos. 1 & 3, D'Aguilar Street.
Hongkong, 31st August, 1901. [2218]

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.
Apply to—
SANG KEE,
295, Des Vaux Road Central.
Hongkong, 16th August, 1901. [2084]

TO LET.

NO. 1, STEWART TERRACE, the PEAK.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 17th July, 1901. [1799]

TO LET.

A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHER STREET.
Apply to—
CARLOWITZ & CO.,
Sales Office,
Hongkong, 10th September, 1901. [2302]

TO LET.

GODOWN, No. 5a, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 5th July, 1901. [1692]

BOARD AND RESIDENCE.

M R S. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [1869]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS with Board.
Apply to Mrs. MATHER,
5, Pedder's Hill.
Hongkong, 1st January, 1892.

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BY SCRUTATOR.

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Hongkong, 19th August, 1901. [2107]

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Price \$7.50.

Hongkong Daily Press Office.
Hongkong, 3rd January, 1901. [623]

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DEM. OCTAVO, p. 248, Price, \$2.50.

WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. FETHERSTONHAUGH.
Published at HONGKONG DAILY PRESS Office, and to be had from all Booksellers.
Hongkong, 12th December, 1894. [623]

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Hongkong, 4th September, 1901. [2250]

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ON SALE.

THE POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA.

MISSIONARY SUCCESS IN CHINA.

A LECTURE BY ALEXANDER MICHELIE. PRICE 25 CENTS CASH.

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CARTRIDGES! CARTRIDGES!!

JUST LANDED A NEW STOCK of ELEY'S and KYNOCH'S SPORTING CARTRIDGES and NEWCASTLE CHILLED SHOT.

20 BORE CARTRIDGES

16 "

12 "

10 "

8 "

WM. SCHMIDT & CO., Gunsmiths.

Hongkong, 3rd January, 1901. [121]

SCIENTIFIC MISCELLANY.

A PUZZLING LIGHT—AN EXPLODED SENSATION—COAL-GAS & COAL—FEEDING THE SOIL—PLANT-GROWING HAIR—A DUST-ABSORBENT—SEISMOSCOPE ASHAROMETER—POISONING FROM PHOTOGRAPHIC PRINTING—A WINDY YEAR.

The rarely seen green ray, or brilliant emerald flash with which the sun disappears behind the set horizon, has been lately observed in Scotland by Mr. J. Franklin-Adams. The phenomenon lasted about three seconds, and the observer was surprised to see it begin with an emerald bead, followed by another and another, until a string of seven had developed, having an apparent length of about a twelfth of the sun's diameter. As the "Daily's beads" of eclipses are thought to be due to the mountains on the moon, it is suggested that the breaking up of the green flash may have been an effect of ocean waves, although the sea was quite calm. It is urged that careful observers at the seaside and on board ships watch for this peculiar flash—at sunrise as well as at sunset—and report any results to the astronomical societies.

Much has been said about a poisonous alkaloid in air from the lungs. After a careful investigation, Herr E. Formanek finds that no poisonous substance exists in the breath of a healthy man or animal, but that the expired air may contain traces of ammonia in cases of dental caries or pulmonary complaints. It is this ammonia—not a special alkaloid of terrifying virulence—that has been collected from expired air.

At the brown-coal mines of Prussia, gas from the dry distillation of lignite has been tested for several years for small gas eruptions; and in one locality three motors of 125 horse-power each are now in use for generating electric current for lighting and power transmission. The cost is estimated to be only about one-half of that of operating steam engines from boilers fired by lignite.

An alloy of aluminum and antimony is reported by a German chemist to have a fusing-point more than 400 deg. C. above that of either constituent, and a volume about 20 per cent greater than that of the two metals combined.

An instructive lesson in manuring has been given by Prof. Middleton, of the Durham College of Science, in a circular to British farmers. To supply the three chief essentials of fertility—nitrogen, phosphoric acid, and potash—a mixture was used consisting, for each acre of land, of 1 cwt. of nitrate of soda and 1 cwt. of sulphate of ammonia for the nitrogen, 7 cwt. of superphosphate for phosphoric acid, and 4 cwt. of kainit for potash. Swedes were grown on six different farms, after applications of this complete manure and of the mixture minus each essential ingredient in turn. Comparing the yields with that from the complete manure, the greatest loss resulted from omitting nitrogen on two farms, phosphoric acid on two, and potash on two. Omission of phosphoric acid in one case reduced the crop from 16½ tons to 1 cwt., and in another from 22½ tons to 3½ tons. In another place the omission of superphosphate caused a loss of less than two tons of roots, whereas the deficiency from withholding nitrogen was 7 tons, and that due to omitting potash was 4½ tons. These examples emphasise the importance of testing the soil of each farm, as advised, so that needs may be supplied.

A curious diversity of hair structure is found by Dr. W. G. Ridewood in the several types of sloths. The hair of the three-toed sloth is covered with extra-cortical layer, which cracks in a transverse direction, and furnishes a lodging place for a kind of alga that flourishes and gives the animal the green tint of the foliage in which it hangs. An alga of different species lives upon the two-toed sloth. But in this animal the bulk of the hair is composed of cortex which is longitudinally fluted or grooved, the grooves being filled with strands of extra-cortex in which the alga grows. The hairs of the Patagonian ground sloth are quite different, being smooth and solid.

A German absorbent for collecting dust in sweeping is made by mixing 12 parts by weight of mineral sperm oil with 88 parts of Roman or Portland cement, a few drops of mirbane oil being added. The greasy, sandy mass retains the dust of the surface being cleaned preventing the rising of the particles, and it may be used repeatedly.

The seismograph, or earthquake-recorder, is made to serve as a sensitive barometer at the meteorological-observatory of Victoria, B.C. Since 1898 a Milne seismograph has had its movements compared with the changes of atmospheric pressure recorded by an aerograph, and it has been found that the horizontal pendulum tends to move eastward when the barometric pressure is high over the Pacific slope southward to California and comparatively low over the ocean to the westward.

This movement appears to be due to a distortion of the earth's surface by the weight of the air. When an extensive storm area is approaching from the westward, and often 18 to 24 hours before the local barometer begins to fall, the pendulum of the seismograph swings steadily to the eastward, masking any diurnal fluctuations; and when an important high area follows, the pendulum will begin to swing westward before it is possible to locate this area on current weather charts.

Blood-poisoning from handling bichromate of potash is reported by Mr. W. L. Jenkins, a London photographer. An assistant was affected from time to time with a rash on the hands chiefly around the nails, and in the hot weather of last August a violent red rash, very painful and irritating, appeared on his face. This was most troublesome about the eyes and nose. The victim was sent to a hospital, and it was three months before he recovered. The medical men

gave warning that a return to his work of carbon-printing would doubtless bring a renewal of the poisoning.

The world's restlessness has extended to the atmosphere of late. The mean daily horizontal movement of the air at Greenwich Observatory for the year ending April 30, 1901, was 298 miles—17 miles above the average for the preceding 33 years. The greatest recorded daily movement was 973 miles on January 27; the least was 72 miles on December 23. The greatest wind pressure of 34.4 pounds per square foot and the greatest hour velocity of 54 miles were both recorded on January 27.

Examinations of drugs by X-rays have been made by G. Wilbert to show adulteration in many cases where the microscope and chemical analysis give no indications.

OLD THREE-DECKERS.

H.M.S. "Rodney" ploughed the sea into broad ribbons of white foam, as she gathered weight on her journey out to the Cape of Good Hope, in days when the Boar War was unrestrained and ships like this old "three-decker" ruled the waves supreme.

Nine hundred men manned her, and prominent among them was Corporal Eccles, one of the "boys" of the old brigade."

Corporal Eccles, who spins this yarn to me, is now half-a-century old, and he has served Her Majesty 21 years as a Royal Marine—soldier and sailor too."

"Twould take me days to tell you all my experiences during the 21 years I spent on the old three-deckers," H.M.S. "Dragon," "Camillian," and "Rodney," said the bluff old Corporal, shifting his gird, "but that storm off the Cape in the 'Rodney' was the worst bit o' weather I ever experienced."

"Nine hundred men manned her, and 150 men disabled or wounded in the hurricane. Casks broke adrift from their lashings, thundering against the bulwarks until they started a plank. Sheep, caught by bills of incoming green seas, were swept down the hatches like corks in a millrace."

"I carry a wound on my thigh to this day that was caused by a table hurled against me when scrambling into my hammock. Ay, I'm a sailor—my life is full of adventures and tests of endurance. During the whole 21 years of active service I never had a day's illness. That's a pretty good record!"

"When my term was nearly completed, I was transferred to H.M.S. 'Pembroke.' She had just been taken off

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k.*, nearest Hongkong *h.*, midway between Hongkong and Kowloon *m.*, and those vessels berthed at the Kowloon Wharf *k.w.*, together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RA	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON.	BOMBAY	Brit. str.	2 m.	H. S. Bradshaw	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, &c., via PORTS OF CALL	CHIUSAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 24th inst., at Noon.
LONDON.	AJAX	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 1st October.
LONDON.	PERIUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
LONDON.	CALICHAZ	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th October.
LONDON.	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 29th November.
LONDON.	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th November.
LIVERPOOL DIRECT	DARDANUS	Ger. str.	2 m.	E. Prohn	MESSENGERIES MARITIMES	On 2nd Oct., at Noon.
BREMEN, via PORTS OF CALL	PREUSSEN	Ger. str.	2 m.	Duchateau	HAMBURG-AMERIKA LINIE	On 23rd inst., at 1 P.M.
MARSEILLES, &c., via PORTS OF CALL	INDUS	Ger. str.	2 m.	Elders	HAMBURG-AMERIKA LINIE	To-morrow.
HAVRE, BREMEN & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Sachs	HAMBURG-AMERIKA LINIE	On 5th October.
HAVRE & HAMBURG	ARABIA	Ger. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On 19th October.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Jacobs	HAMBURG-AMERIKA LINIE	On 21st November.
HAVRE & HAMBURG	BAMBERG	Ger. str.	2 m.	Foerster	HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & HAMBURG	SEGOMIA	Ger. str.	2 m.	von Binzer	HAMBURG-AMERIKA LINIE	On 30th November.
HAVRE & HAMBURG	MARBURG	Ger. str.	2 m.		SHEWAN, TOME & CO.	On or about 13th October.
HAVRE & HAMBURG	ANAPA	Brit. str.	2 m.	Kendall	CARLOWITZ & CO.	Quick despatch.
HAVRE & HAMBURG	L. SCHEPP	Amer. ship.	2 m.		DODWELL & CO., LIMITED	On 25th inst.
HAVRE & HAMBURG	MOUL	Brit. str.	2 m.		JARDINE, MATHESON & CO.	On or about 15th October.
HAVRE & HAMBURG	LONGSHIPS	Brit. str.	2 m.		SHEWAN, TOME & CO.	On or about 23rd Oct.
HAVRE & HAMBURG	MANUEL LLAGUNO	Brit. str.	2 m.	Moore	MCGREGOR BROS. & GOW	On 28th inst.
HAVRE & HAMBURG	GLENGYLE	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 25th inst.
HAVRE & HAMBURG	EMPEROR OF JAPAN	Brit. str.	2 m.	T. Darke	CANADIAN PACIFIC R. CO.	On 6th November.
HAVRE & HAMBURG	TARTAR	Brit. str.	2 m.	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 1st October.
HAVRE & HAMBURG	OLYMPIA	Brit. str.	2 m.	E. Beetham, R.N.R.	DODWELL & CO., LIMITED	Quick despatch.
HAVRE & HAMBURG	TEENKAI	Brit. str.	2 m.	J. Truebridge	JARDINE, MATHESON & CO.	On 12th Oct., at Noon.
HAVRE & HAMBURG	HONGKONG MARU	Jap. str.	2 m.	H. C. Harris	TOYO KISEN KAISHA	On 24th inst.
HAVRE & HAMBURG	CITY OF PEKING	Amer. str.	2 m.		O & O. S. S. CO.	On 15th October.
HAVRE & HAMBURG	STRATFORD	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
HAVRE & HAMBURG	ROSETTA MARU	Jap. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 3rd Oct., at Noon.
HAVRE & HAMBURG	AMBLE	Brit. str.	2 m.		GIBE, LIVINGSTON & CO.	On 12th October.
HAVRE & HAMBURG	CHINGTU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day at Noon.
HAVRE & HAMBURG	CEYLON	Brit. str.	2 m.	W. Hayward, R.N.R.	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
HAVRE & HAMBURG	INADA MARU	Jap. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	To-day at Noon.
HAVRE & HAMBURG	YAWATA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 29th inst.
HAVRE & HAMBURG	KWEITANG	Brit. str.	2 m.		SIEMSEN & CO.	On 22nd inst., at 8 A.M.
HAVRE & HAMBURG	LYEEMOON	Brit. str.	2 m.		MESSENGERIES MARITIMES	On or about 24th inst.
HAVRE & HAMBURG	LAOS	Brit. str.	2 m.	A. I. Valentini	P. & O. S. N. CO.	On or about 27th inst.
HAVRE & HAMBURG	BENGAL	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd October.
HAVRE & HAMBURG	TRINAN	Brit. str.	2 m.	K. Suzuki	mitsubishi busan kaisha	On 25th inst., at Daylight.
HAVRE & HAMBURG	MAIZURO MARU	Jap. str.	1 m.	S. Atsumi	mitsubishi busan kaisha	On 22nd inst.
HAVRE & HAMBURG	AMPLING MARU	Jap. str.	1 m.	K. Sobajima	mitsubishi busan kaisha	To-morrow.
HAVRE & HAMBURG	DAIGI MARU	Jap. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
HAVRE & HAMBURG	WHAMPOA	Brit. str.	2 m.	Davis	DOUGLAS LAPRAIK & CO.	To-day, at 10 A.M.
HAVRE & HAMBURG	HAICHING	Brit. str.	2 m.		JARDINE, MATHESON & CO.	On 12th October.
HAVRE & HAMBURG	HAITAN	Brit. str.	2 m.	Weigall	BUTTERFIELD & SWIRE	On 24th inst., at Noon.
HAVRE & HAMBURG	LOONGSAM	Brit. str.	2 m.		JARDINE, MATHESON & CO.	On 27th inst.
HAVRE & HAMBURG	CHINGTU	Brit. str.	2 m.	Payne	SANDER, WIELER & CO.	On or about 5th October.
HAVRE & HAMBURG	CHINGANG	Brit. str.	2 m.			
HAVRE & HAMBURG	CARINTHIA	Aus. str.	2 m.			
HAVRE & HAMBURG	TIENTHIN	Brit. str.	2 m.			
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HAVRE & HAMBURG	P. & O. S. N. CO.					

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FOR SHANGHAI.

THIS Steamship

"LYEEMOON," Captain Th. Lehmann, will be despatched for the above port on SUNDAY, the 22nd instant, at 6 A.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 19th September, 1901. [2364]

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For further particulars, apply at the Company's Office.

P. DE CHAMP MORIN, Acting Agent.

Hongkong, 11th September, 1901. [2365]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

LAISANG.

Captain Payne, will be despatched as above on TUESDAY, the 26th instant, at NOON.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 17th September, 1901. [2363]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSAM."

Captain Weigall, will be despatched as above on TUESDAY, the 26th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 17th September, 1901. [2363]

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I. F. CHAPMAN, American ship, Vernon—Arnold, Karberg & Co.

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Hongkong, 18th September, 1901. [2370]

THE OSAKA SHOSHO KAISHA, LIMITED.

FOR TAMSUI via SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU."

Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 22nd inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 18th September, 1901. [17]

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PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

WEDNESDAY, 23rd Sept., 1901.

EMPEROR OF JAPAN. Comdr. H. Pybus, R.N.R. WEDNESDAY, 23rd Sept., 1901.

EMPEROR OF CHINA. Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd Oct., 1901.

TARTAR. 4,425 Tons. Comdr. E. Beetham, R.N.R. WEDNESDAY,

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

	OUTWARDS.	DUE
FROM GLASGOW and LIVERPOOL	"ALCHAS"	On 26th September.
GLASGOW and LIVERPOOL	"NESIOR"	On 1st October.
GLASGOW and LIVERPOOL	"LADIES"	On 9th October.

	HOMEWARDS.	TO SAIL.
FOR LONDON	"AJAX"	On 1st October.
LONDON	"PYRRHUS"	On 15th October.
LONDON	"CALCHAS"	On 20th October.
LONDON	"NESTOR"	On 12th November.
LONDON	"MACHAON"	On 26th November.
LIVERPOOL DIRECT	"ULYSSES"	On 15th October.
(Taking cargo at London Rates)	"DARDANUS"	On 12th November.
(Taking cargo at London Rates)	The S.S. "CALCHAS"	Left Singapore on the 18th instant, a.m., and is due in Hongkong on the 23rd instant.
The S.S. "AGAMEMNON" from GLASGOW and LIVERPOOL, arrived on the 19th inst., a.m., and will sail for SHANGHAI and JAPAN on 21st inst.		For Freight, apply to BUTTERFIELD & SWIRE, AGENTS O. S. S. Co.

Hongkong, 16th September, 1901.

VESSELS ON THE BERTH

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE
VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	TUESDAY, 24th September, at NOON.
"GAELIC"	WEDNESDAY, 2nd October, at NOON.
"CHINA"	SATURDAY, 19th October, at NOON.
"DORIC"	TUESDAY, 29th October, at NOON.
"PERU"	TUESDAY, 12th November, at NOON.
"COPTIC"	WEDNESDAY, 20th November, at NOON.

THE P. M. S.S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 24th September, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' Office, addressed to the Collector of Customs, San Francisco.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 3 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over), destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY, ACTING AGENT.

Hongkong, 11th September, 1901.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, SATURDAY, Oct. 12, 1901, at NOON.)

Kobe, Inland Sea, Yokohama, and Honolulu.)

NIJIN MARU (via Shanghai, Nagasaki, TUESDAY, Nov. 5, 1901, at NOON.)

Kobe, Inland Sea, Yokohama, and Honolulu.)

AMERICA MARU (via Shanghai, Nagasaki, THURSDAY, Nov. 28, 1901, at NOON.)

Kobe, Inland Sea, Yokohama, and Honolulu.)

THE Twin-Screw Steamship

"HONGKONG MARU"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 12th October, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

To the Agents of the Company's Building.

Hongkong, 11th September, 1901.

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REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"MOGUL" ... On 25th September.

"SATSUMA" ... On 20th October.

"KURDISTAN" ... On 5th November.

"LENNOX" ... On 20th November.

"RICHMOND CASTLE," End of November.

"ORIONSAF" ...

"HILLGLEN" ...

For Freight and further information, apply to DODWELL & CO., LTD.

Hongkong, 14th September, 1901.

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Agents.

Hongkong, 11th September, 1901.

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRAILIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN"

Captain G. L. Daniel, carrying His Majesty's

Mails, will be despatched from this for Bombay,

on SATURDAY, the 29th September, at

Noon, taking passengers and cargo for the

above ports, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 11th September, 1901.

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THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 11th September, 1901.

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Agents.

Hongkong, 11th September, 1901.

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THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 11th September, 1901.

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POST OFFICE NOTICES.

The Lays, with the French Mail of the 23rd ult., left Singapore on Tuesday, the 17th inst., at 3 p.m., and may be expected here on or about Tuesday, the 24th inst. This Packet brings replies to letters despatched from Hongkong on the 26th July.

MAILS WILL CLOSE.

FOR

PEE DAY AND HOUR.

Hainan	Friday, 20th, 7.30 A.M.
Hainan	Friday, 20th, 9.00 A.M.
Tataras	Friday, 20th, 9.00 A.M.
Haitan	Friday, 20th, 9.00 A.M.
Yankee Mart	Friday, 20th, 11.00 A.M.
Ceylon	Friday, 20th, 11.00 A.M.
Quarts	Friday, 20th, 11.00 A.M.
Chelydron	Friday, 20th, 11.00 A.M.
Heungshan	Friday, 20th, 11.00 A.M.
City of Calcutta	Friday, 20th, 11.00 P.M.
Amoy	Friday, 20th, 2.00 P.M.
Amoy	Friday, 20th, 3.00 P.M.
Kumchuk and Samshui	Friday, 20th, 3.00 P.M.
Svatoe and Shanghai	Friday, 20th, 4.00 P.M.
Manila	Friday, 20th, 4.00 P.M.
Moji	Friday, 20th, 5.00 P.M.
Moji	Friday, 20th, 5.00 P.M.
Fatshan	Friday, 21st, 9.00 A.M.
Hatching	Saturday, 21st, 9.00 A.M.
Andalusit	Saturday, 21st, 11.00 A.M.
Agamemnon	Saturday, 21st, 11.00 A.M.
Bonday	Saturday, 21st, 11.00 A.M.
Whampoa	Saturday, 21st, 4.00 P.M.
Lycosom	Saturday, 21st, 5.00 P.M.
Dari Maru	Saturday, 21st, 10.00 A.M.
Tetaros	Monday, 23rd, 8.00 A.M.
Europe, &c., India via Tuticorin	Registration, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	Indus

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Singapore, Penang and Calcutta

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER, B.C.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Tientsin

TO-DAY.
Sale, Artificial Flowers, Sales Rooms, Messrs. Hughes & Hough, 3 p.m.

COMMERCIAL
CLOSING QUOTATIONS.

19th September.

ON LONDON.—	Telegraphic Transfer	1/11 th
	Bank Bills, on demand	1/11 th
	Bank Bills, at 3 months' sight	1/11 th
	Credits, at 4 months' sight	1/11 th
	Documentary Bills, 4 months' sight	1/11 th
ON PARIS.—		2.44
	Bank Bills, on demand	2.44
	Credits, at 4 months' sight	2.47 ¹
ON GERMANY.—	On demand	1.93
ON NEW YORK.—		
	Bank Bills, on demand	.47
	Credits, 60 days' sight	.47 ¹
ON BOMBAY.—	Telegraphic Transfer	.45
	Bank, on demand	.45 ¹
ON CALCUTTA.—	Telegraphic Transfer	.45
	Bank, on demand	.45 ¹
ON SHANGHAI.—	Bank, at sight	.73
	Private, 30 days' sight	.73 ¹
ON YOKOHAMA.—	On demand	.51 p.c. p.m.
ON MANILA.—	On demand	.31 p.c. p.m.
ON SINGAPORE.—	On demand	.3 p.c. p.m.
ON BATAVIA.—	On demand	.118
ON HAPPHONG.—	On demand	.11 p.c. p.m.
ON SAIGON.—	On demand	.14 p.c. p.m.
ON HANGKOK.—	On demand	.60 ¹
	Sovereigns, Bank's Buying Rate	\$10.23
	Gold Leaf, 100 fine, per tael	\$33.40
	Bar Silver, per oz.	26.14
OPIUM.—		
	17th September.	
Quotations are:—Allowances net to 1 catty.		
Maiwa New	\$860	to \$890 per picul.
Maiwa Old	\$890	to \$900
Maiwa Older	\$900	to \$920
P.P. wrapped	\$800	to —
Persian fineness	\$830	to —
Persian extra fine	—	to —
Patna New	\$935	to — per chest.
Patna Old	\$970	to —
Benares New	\$910	to —
Benares Old	\$945	to —
VESSELS EXPECTED.		
THE AMERICAN MAIL.		
The O. & O. steamer <i>Gaelic</i> , with mails, &c., from San Francisco to the 27th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 18th inst., a.m., via Inland Sea, Kobe, Nagasaki and Shanghai.		
The T.K.K. steamer <i>Hongkong Mara</i> , with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 4th inst.		
The P.M. steamer <i>China</i> , with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 12th inst.		
THE FRENCH MAIL.		
The M.M. steamer <i>Lao</i> , with the next French mail, left Singapore on the 17th inst., at 4 p.m., for this port via Saigon.		
THE INDIAN MAIL.		
The steamer <i>Lightning</i> , from Calcutta, left Singapore for this port on the 14th inst., p.m.		
THE CANADIAN MAIL.		
The C.P.R. steamer <i>Empress of China</i> left Vancouver at 11.30 p.m. on the 9th inst. for Hongkong via usual ports.		
MECHANIC STEAMERS.		
The O.S.S. steamer <i>Catches</i> left Singapore on the 18th inst., a.m., and is due in Hongkong on the 23rd inst.		
The N.Y.K. steamer <i>Rosetta Mara</i> (Australian Line) left Kobe via Nagasaki and Shimonesaki for this port on the 17th inst., a.m., and is expected to arrive here on the 24th inst.		
The steamer <i>Richmond Castle</i> from New York, left Singapore for Hongkong via Manila on the 7th inst.		
The P. & O. chartered steamer <i>Ras Rawa</i> left Bombay for this port on the 13th inst.		
The P. & O. steamer <i>Tenten</i> left Bombay for this port on the 13th inst.		
The P. & O. steamer <i>Indrajeet</i> , from Portland, 29th ult., arrived at Yokohama on the 15th inst., a.m., and will sail for Hongkong on the 19th inst., p.m.		

VESSELS EXPECTED.

THE AMERICAN MAIL.

The O. & O. steamer *Gaelic*, with mails, &c., from San Francisco to the 27th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 18th inst., a.m., via Inland Sea, Kobe, Nagasaki and Shanghai.

DEPARTED.

Per *America Maru*, for Amoy, Mr. S. W. Tso; for Shanghai, Messrs. James Patrick, E. Slight; for Nagasaki, Mr. G. Okamoto, and Mrs. M. S. Ladinson, U.S.A.; for Yokohama, Messrs. L. B. Moore, Ellen S. Babcock, L. W. Smith, for Vancouver, Messrs. W. F. Ford, and J. C. Raina.

Per *Perla*, for Manila, Mrs. H. D. Wolfe and child, Mrs. Moore, and two children, Mr. and Mrs. Spatz, Messrs. L. L. Gillespie, T. D. Mackay, W. S. Conroy, G. C. Sholes, Ed. Mathie, H. Gherson, E. Fischer, J. Suico, H. Pabalan, T. P. Garcia, S. Sison, M. Trojillo.

Per *Hamburg*, from Hongkong, for Shanghai.

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